



Sea Wolf Park Masterplan - Pelican Island

Galveston, Texas

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SITE LOCATION



ENHANCING THE SEAWOLF PARK EXPERIENCE

Seawolf Park occupies approximately 15 acres of upland on the extreme east end of "Pelican Island," and is surrounded on all sides by water with a small entry road connection. This strategic location is somewhat isolated from "Galveston Island" and initially was developed at the holding camp or quarantine station for Immigration control for new arrivals via Maritime Excursions. These wooden military barrack style structures eventually gave way to the natural elements and a new image emerged during the 1960's emulating angular white modern plaster forms. This new pavilion paid homage to the Maritime Ship Bridge forms as seen in the 1962 US Savannah Atomic Powered Cargo Ship.

This iconic pavilion and entry station along with the submarine Cavalla and US Stewart Destroyer placed this unique park site on the map as an important destination for Galveston Tourism. Hurricanes and the constant salt exposure have tested these structures and the entry control booth has been replaced and The Pavilion structure is scheduled to be demolished.

New Structures are required to become more resilient to the local wind speeds, flood levels, pedestrian accessibility, as well as energy and hardening of material specifications to improve the serviceability and sustainability for the new park facilities.

The scope of this limited consulting endeavor is to review the Past, Present, and consider future recreational activities, patterns and services to further enhance this unique park setting.

The consideration for the parks within a park concept best recognizes the land use and pattern for user behavior within as well as beyond the uplands of the site boundary into their separate user groups:

- Naval artifacts and maritime WWII vessels under the control of the American Undersea Warfare Center
- Day Use fishing, picnicking and site seeing
- Overnight and extended stay in the proposed RV Concessionaire Agreement

Each of these three venues are financially independent and require sharing the site utilities and parking as well as recognizing boundaries for a safe and secure operation to the public.

The site plan studies attempt to respect the historical and the campground interest as concessionaires which embracing and encouraging the day users to consider the second look or extended stay to enjoy and experience this waterfront panoramic presentation over the weekend or week day extents.

The day use amenities proposed include a water taxi to enjoy the watchable wildlife and essential fish habitat while connecting to the Historical Strand District for shopping, dining, and cultural events and entertainment. On site mobile vendors and temporary food courts are being considered to enhance the individual as well as group tours until such time as more permanent food facilities may be considered to increase the visitation and "Quality of the Seawolf Park Experience."

Historical and Geographical points of interest are planned with wharf like kiosks for sitting to reflect on how it was while enjoying the panoramic vistas realizing the strategic importance for The Galveston Port as The Gateway to the Gulf.

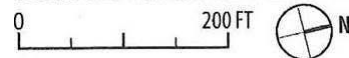
The most significant challenge for the "Seawolf Park Experience" is how to buffer, protect, and isolate this wonderful park setting from the pressures of the Industrial Development and Maritime Commerce which is inevitable as the Panama Canal Expansion energizes our ports of call.

Perhaps if we can adopt the phrase for our view on resiliency as "Consideration with Expectation" and become better stewards for the environment, then the "Seawolf Park Experience" may be recognized as our little oyster...a "Pearl within the Sea."

SEAWOLF PARK MASTERPLAN - NARRATIVE



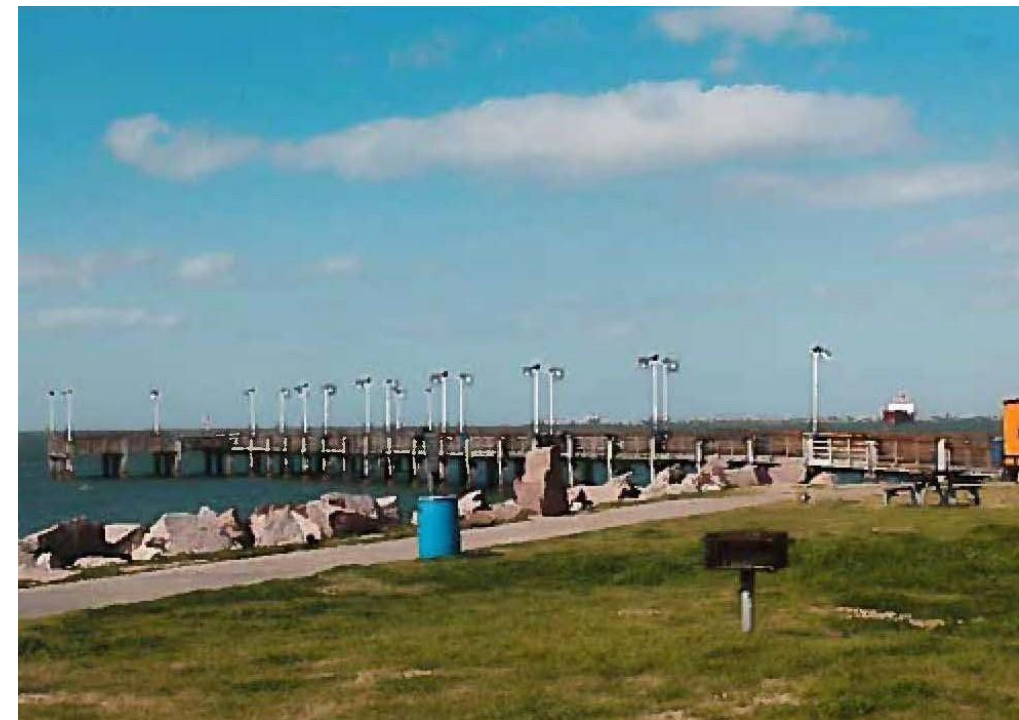
SEAWOLF PARK SITE PLAN - LAND USE REVIEW AND CONSIDERATIONS



| LEGEND | | |
|---|--|---|
| 1. PARK ENTRANCE, CONTROL BOOTH AND GIFT SHOP | 6. EXISTING PARK PAVILION FACILITY | 9 A. WADE FISHING AREA |
| 2 A. NAVAL PLAZA & HONOR CIRCLE | 7 A. PICNIC GROUND/OPEN SPACE/VOLLEYBALL | B. WADE FISHING AREA |
| B. SEAWOLF SUBMARINE | B. PICNIC AREA WITH SHELTERS | 10. WATER TAXI DOCK TO HISTORICAL STRAND DISTRICT |
| C. CAVALLA DESTROYER | C. PICNIC AREA & PLAY GROUND | 11. PROPOSED SANITARY SEWER TREATMENT PLANT/OUTFALL |
| D. NAVAL SUPPORT AND FUTURE MUSEUM | D. PICNIC AREA/OPEN SPACE | 12 A. FUTURE LEASE AREA CONSIDERATION - BAY SIDE |
| 3. PROPOSED RV PARK FACILITY | 8 A. BULKHEAD WALKWAY FISHING AREA | B. FUTURE LEASE AREA CONSIDERATION - CHANNEL SIDE |
| 4. LIGHTED FISHING PIER | B. BULKHEAD WALKWAY FISHING AREA | |
| 5. A. GENERAL PARKING (348 SPACES) | C. SHORELINE WALKWAY FISHING AREA | |
| B. FOOD CONCESSIONAIRE (MOBILE VENDOR) | D. SHORELINE WALKWAY FISHING AREA | |
| C. FOOD CONCESSIONAIRE (MOBILE VENDOR) | E. FISHING AREA | |

SCALE

EXISTING SITE MASTERPLAN FOR SEAWOLF PARK



PHASE I EXISTING PHOTOS



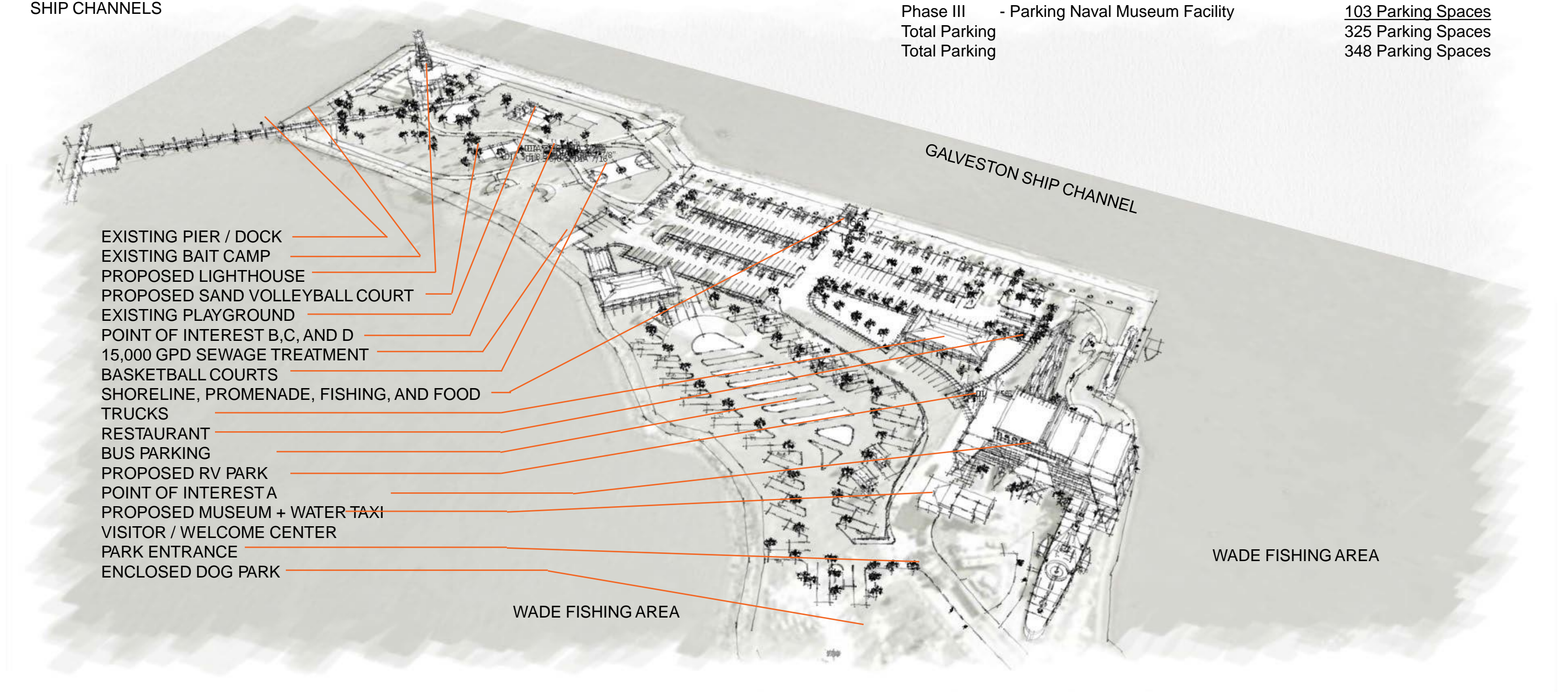
PHASE II EXISTING PHOTOS



PHASE III EXISTING PHOTOS

HOUSTON AND TEXAS CITY
SHIP CHANNELS

| | | |
|---------------|---|--------------------|
| Phase I | - RV Park (36 RV Spaces) + (36 Auto Spaces) | 72 Parking Spaces |
| Phase II | - Parking for Day Use | 150 Parking Spaces |
| Phase III | - Parking Naval Museum Facility | 103 Parking Spaces |
| Total Parking | | 325 Parking Spaces |
| Total Parking | | 348 Parking Spaces |



SCALE

PROPOSED SITE MASTERPLAN FOR SEAWOLF PARK



SCALE

PHASE I - RV PARK



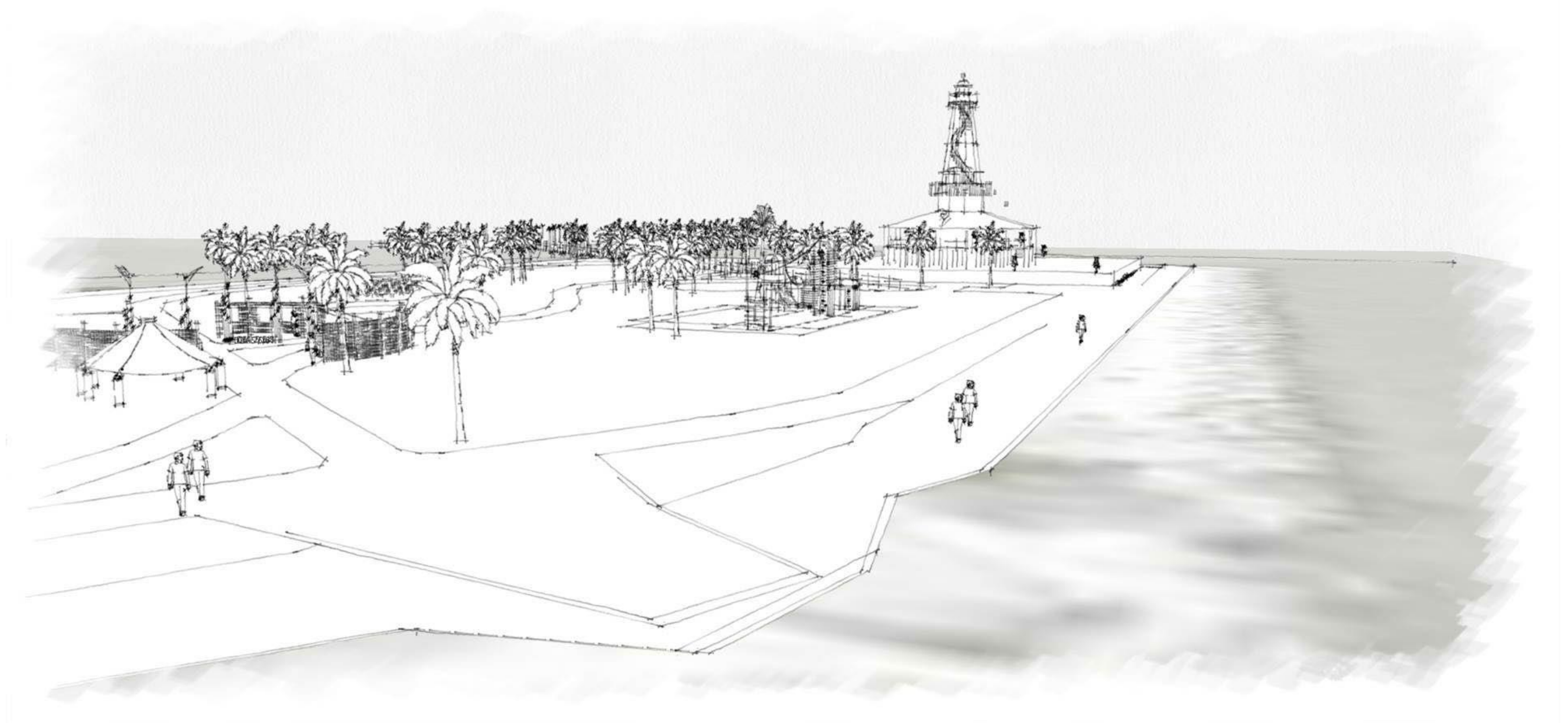
SCALE

PHASE I - RV PARK - SITE PLAN



SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE



SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE - PERSPECTIVE



SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE - POINTS OF INTEREST

Point of Interest 'A'

Seawolf Submarine

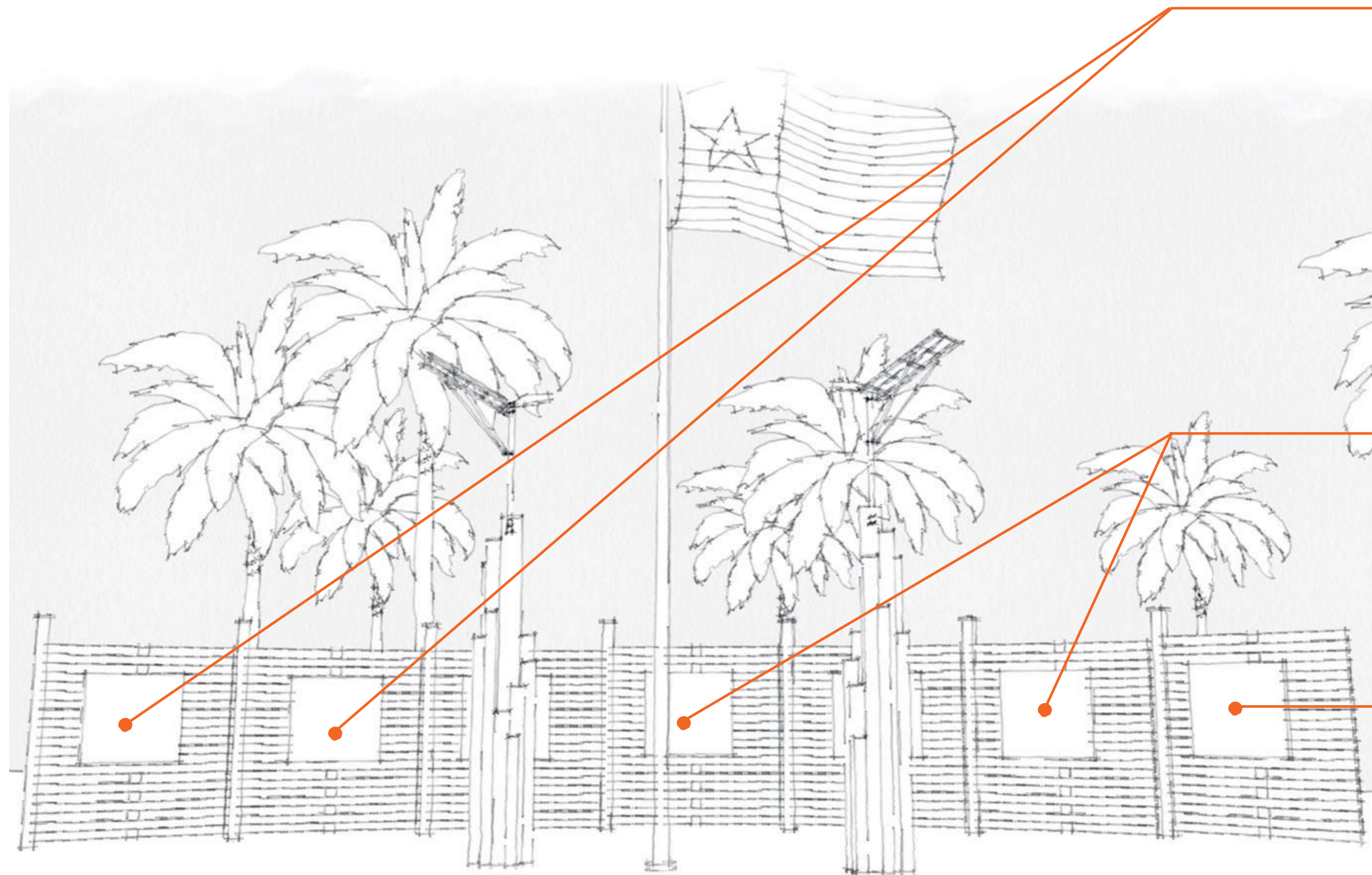
The SS 197 Seawolf, began her 15th patrol on September 21, 1944. Being directed to carry certain Army personnel to the east coast of Samar, she took off. On October 3rd, an enemy submarine attack was made which resulted in the sinking of the USS Shelton, and since there were four friendly submarines in the vicinity of the attack, they were directed to give their positions. Three of them did, but one of the, the Seawolf, was not heard from. A lethal attack was conducted, and after one of the several attacks, a small amount of debris was seen. It was established that the Japanese submarine RO-41 sank Shelton and returned to Japan. In view of the facts, and the fact that there is no attack listed in the Japanese report of antisubmarine attacks, it is possible that Seawolf was sunk by friendly forces in an antisubmarine attack on October 3, 1944.

The Cavalla

Commonly referred to as the 'Seawolf,' the Cavalla was berthed in Seawolf Park, Galveston, as a memorial to the 52 lost submarines and over 3,500 men during WWII. A Gato class fleet sub, built in 1943, and launched on November 14, 1943. On her maiden patrol, June 19, 1944, the Cavalla sank the Shokaku, veteran of pearl Harbor and Battle of Coral Sea, earning her the Presidential Unit Citation. In 1971 The Cavalla was transferred to her permanent home of Seawolf Park, Galveston, TX.

The SS Stewart

Built in 1942 and commissioned in 1943, the USS Stewart, named after Rear Admiral Charles Stewart, began her service as a school ship for training student officers, and then escorted President Roosevelt in the presidential yacht down the Potomac River. In 1944 the USS Stewart commenced North Atlantic convoy operations, making 30 crossings with enemy submarine and aircrafts. Decommissioned in late 1945, she was later donated to Seawolf Park in 1972. The USS Stewart in one of only two surviving destroyer escorts in the United States.



SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE - POINT OF INTEREST A

POINT OF INTEREST 'B'

SS Selma

Steel shortages during World War I led the U.S. to build experimental concrete ships, the largest being the SS Selma. Partially submerged in Galveston Bay and visible in the site, it was built in mobile Alabama and named to honor Selma Alabama.

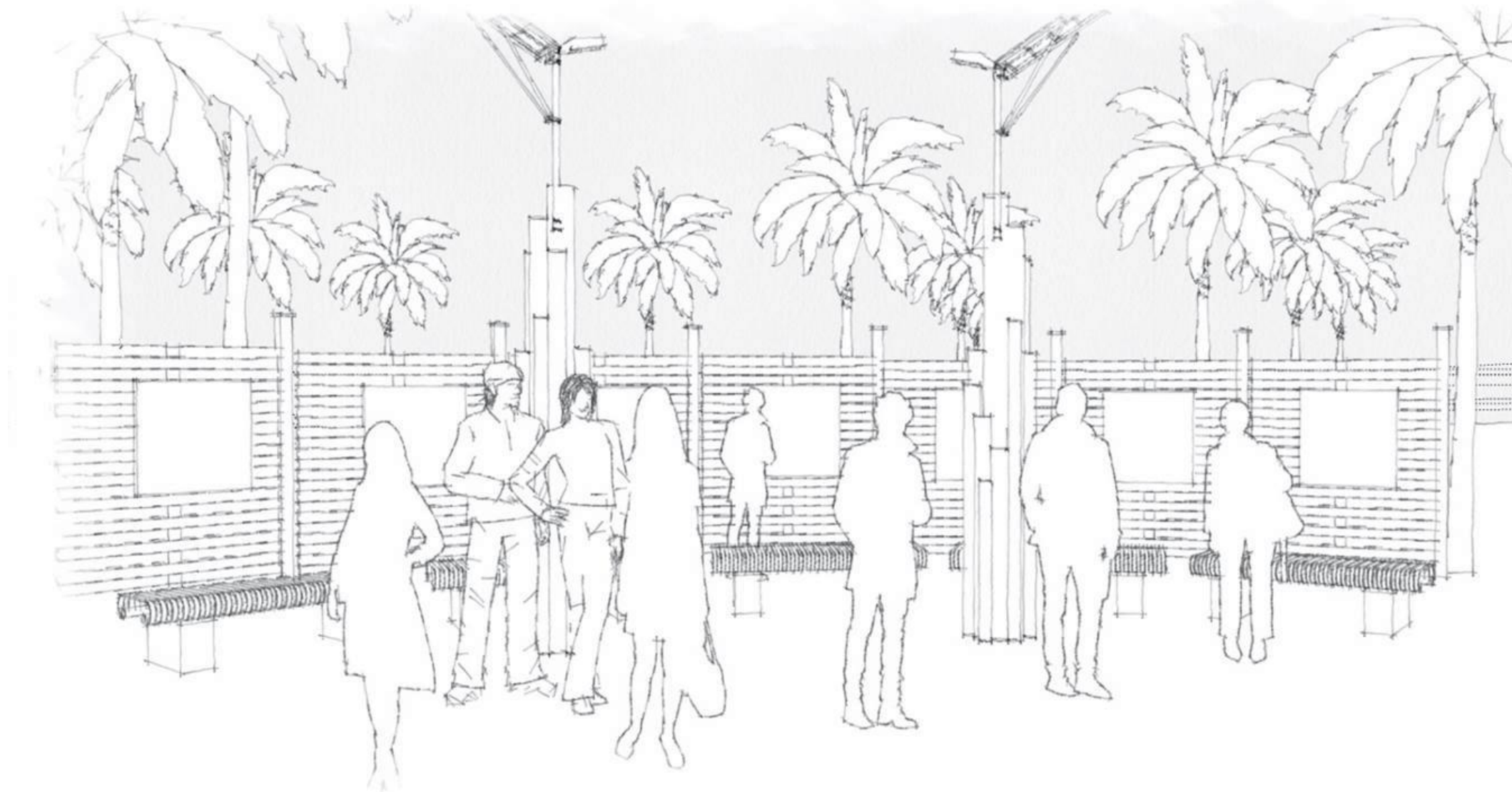
The ship was launched on June 28, 1919, the same day Germany signed the Treaty of Versailles, officially ending World War I. As a result, the ship never entered the war, but was placed into service as an oil tanker in the Gulf of Mexico.

On May 31, 1920, the SS Selma hit a jetty, ripping a hold in its hull about 60 feet long. After failed attempts to repair the hull, the US. Intentionally scuttled the ship. A channel 1,500 feet long and 25 deep was dug just off Pelican Islands Eastern shoreline where the ship was laid to rest on March 9, 1922

2. The Quarantine Station

In the 1830's Galveston was experiencing outbreaks of yellow fever and other diseases, which lead Galveston to build Texas' first quarantine station. Due to more outbreaks and hurricane damage, a new quarantine station was built on Pelican Island in 1892, a port that would harbor infected crew, passengers or potentially harmful cargo.

The Pelican Island Federal Quarantine Station closed in 1950 inspected an estimated 30,000 ships that brought an estimated 750,000 immigrants to Texas.



SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE - POINT OF INTEREST B

POINT OF INTEREST 'C'

1. The Seawolf Park Pavilion

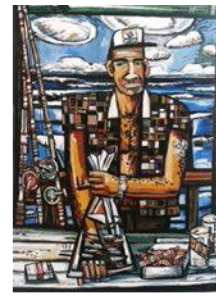
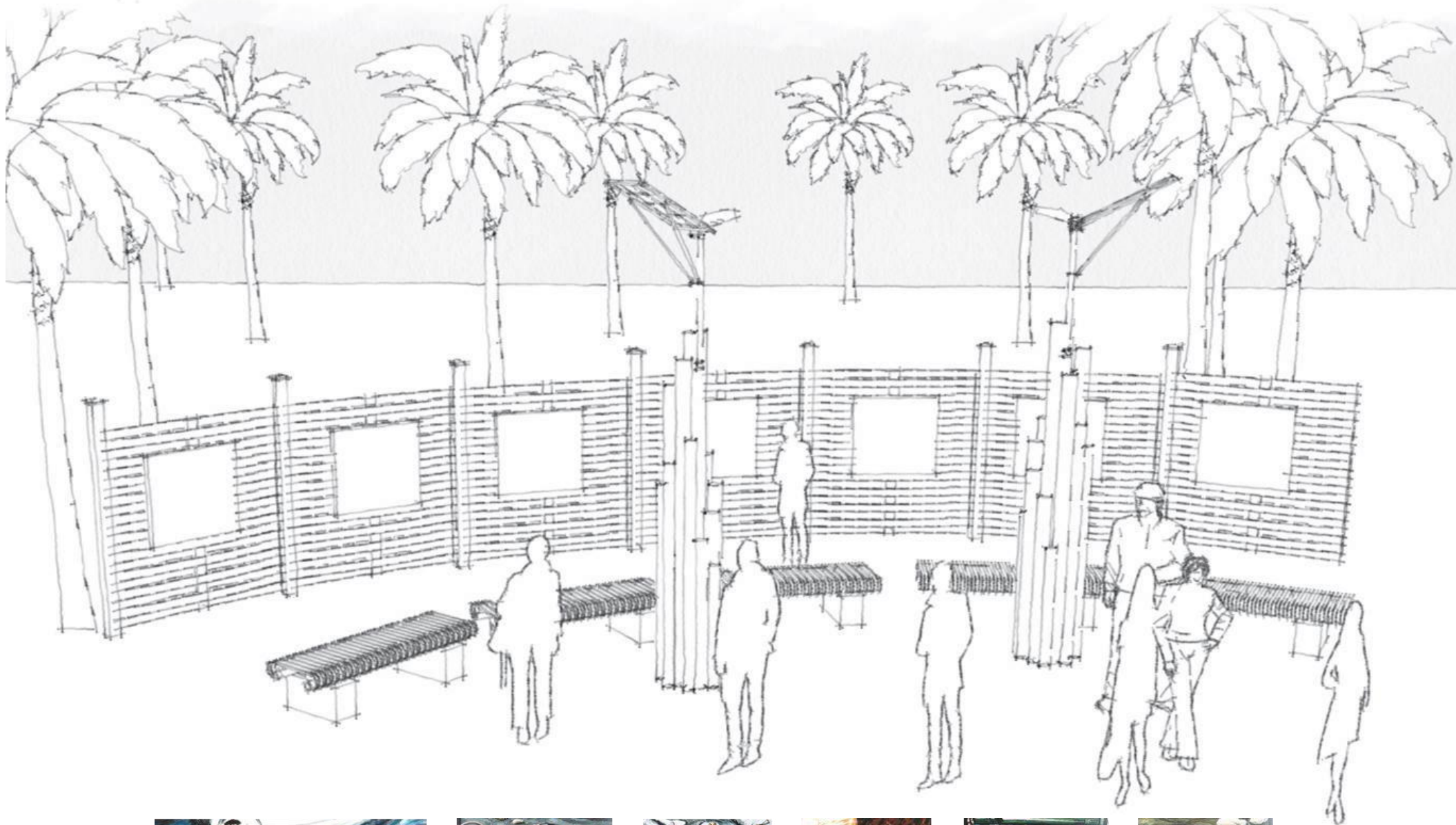
Bolivar Light House was built in 1872 and towers 117' above sea level. It guided mariners through the waters for 61 years until it was retired in 1933 when it was replaced by the South Jetty lighthouse. It is now privately owned and not open to visitors.

During the Great Storm in 1900, which claimed 6000 lives on Galveston Island, the keepers was able to aid in saving 125 lives, and harbored and fed a large number of them for a considerable period. The storm was so intense that it caused problems with the machinery for the light to work causing the keeper Claiborne, to rotate the machinery by hand to keep the beacon burning bright.

Dolphin Clusters

Dolphins are independent marine structures used for mooring ships. They consist of a group of timber piles bound at the top by cable or wire. The term dolphin also refers to any other structure that serves the same purpose. Successful designs include sheet pile cells, single large-diameter steel piles like those employed with the DeLong Barge, and clusters of small-diameter steel pipe.

The center of the cluster, called a king pile, may be a single pile or a cluster driven vertically and wrapped to act as a unit. The other piles are driven in one or more concentric rings around the king pile, each battered towards the center. The king pile is longer than the others for use as a mooring post.



SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE - POINT OF INTEREST C

POINT OF INTEREST 'D'

1. Fort Point

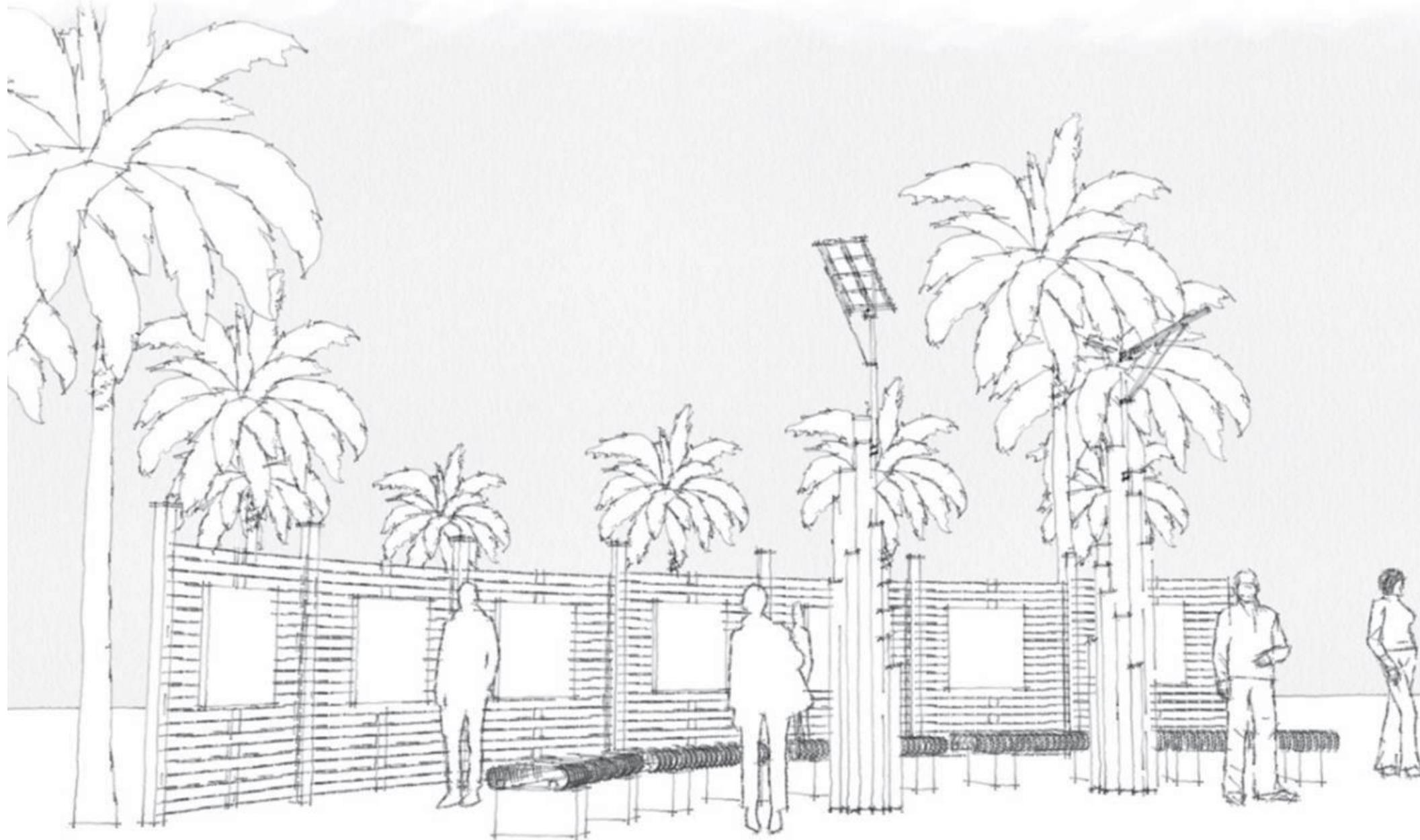
In early 1836, soon after Texas declared independence from Mexico, Republic of Texas President David Burnet dispatched Colonel Ed Harcourt to Galveston Island to erect a fort. Originally named Fort Travis in honor of William B. Travis, famous defender of the Alamo, it was located at the east end of the island. After high winds damaged the fort in 1837 the site was converted into a gun battery called Fort point, its present name. Currently Fort Point is being used as part of the United States Coast Guard Station.

2. South Jetty Lighthouse

In 1904, construction of the Galveston Jetty Lighthouse began, built on nine wrought iron piles that would be driven into the seabed, and then 200 tons of rock ballast were placed around them to rebuild a portion of the jetty. The lighthouse was finished June 1918, after years of raising funds for construction. Finally on November 12, 1918, one day after Germany's surrender, the lamp was lit for the first time with George W. Bardwell serving as the first head keeper. In 1969 the lighthouse was linked to commercial electricity, and then later deactivated in the mid 1980's. May 2, 2000, a storm struck the lighthouse, causing it to collapse into the water. Fortunately, the lantern room, which had been removed before the collapse of the lighthouse, was salvaged and donated as a new 'front door' for Galveston College.

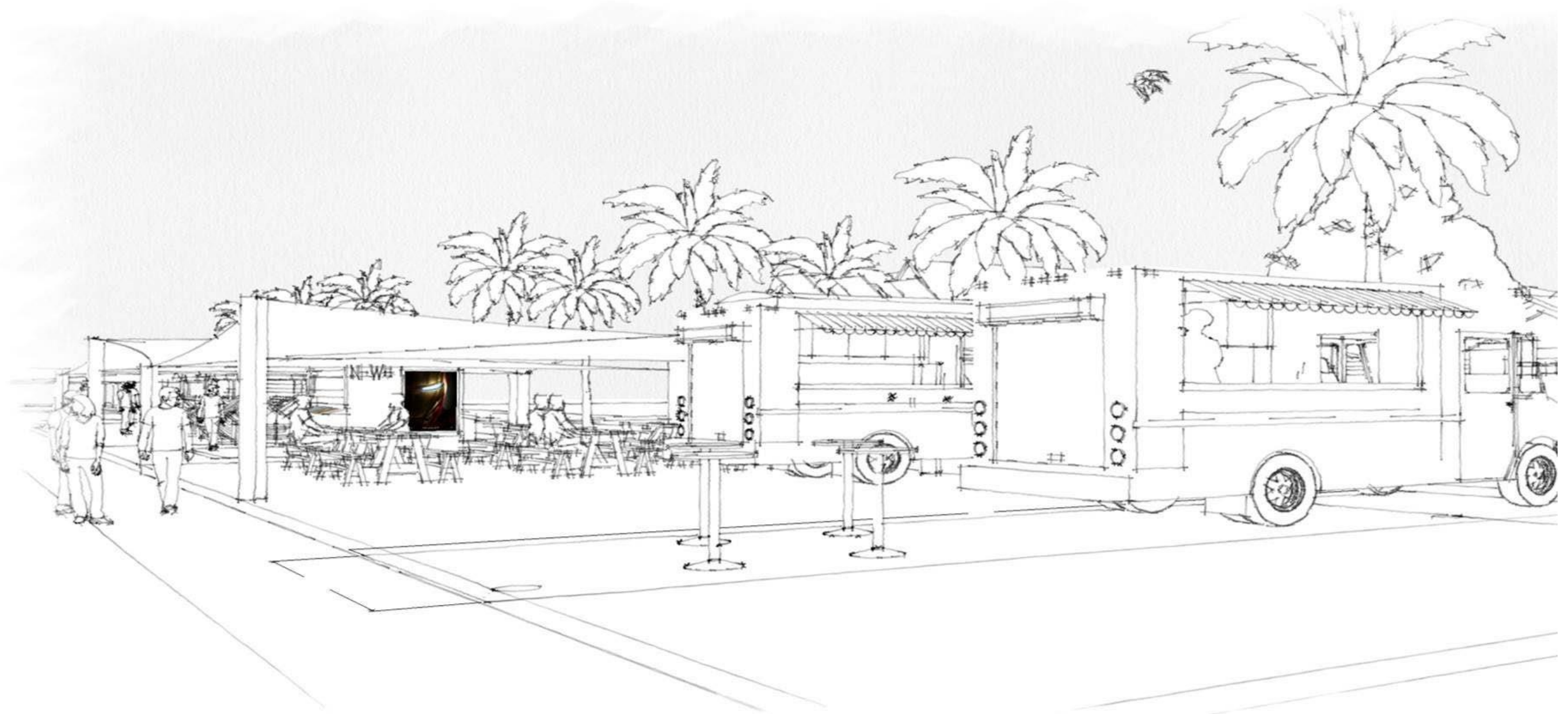
4. Port of Galveston

What is not the oldest port in the Gulf of Mexico west of New Orleans, began as a small trading post in 1825, has now grown to over 850 acres of port facilities today. The Port of Houston was established by a proclamation issued by the Congress of Mexico on October 17, 1825, while Texas still belonged to Mexico.



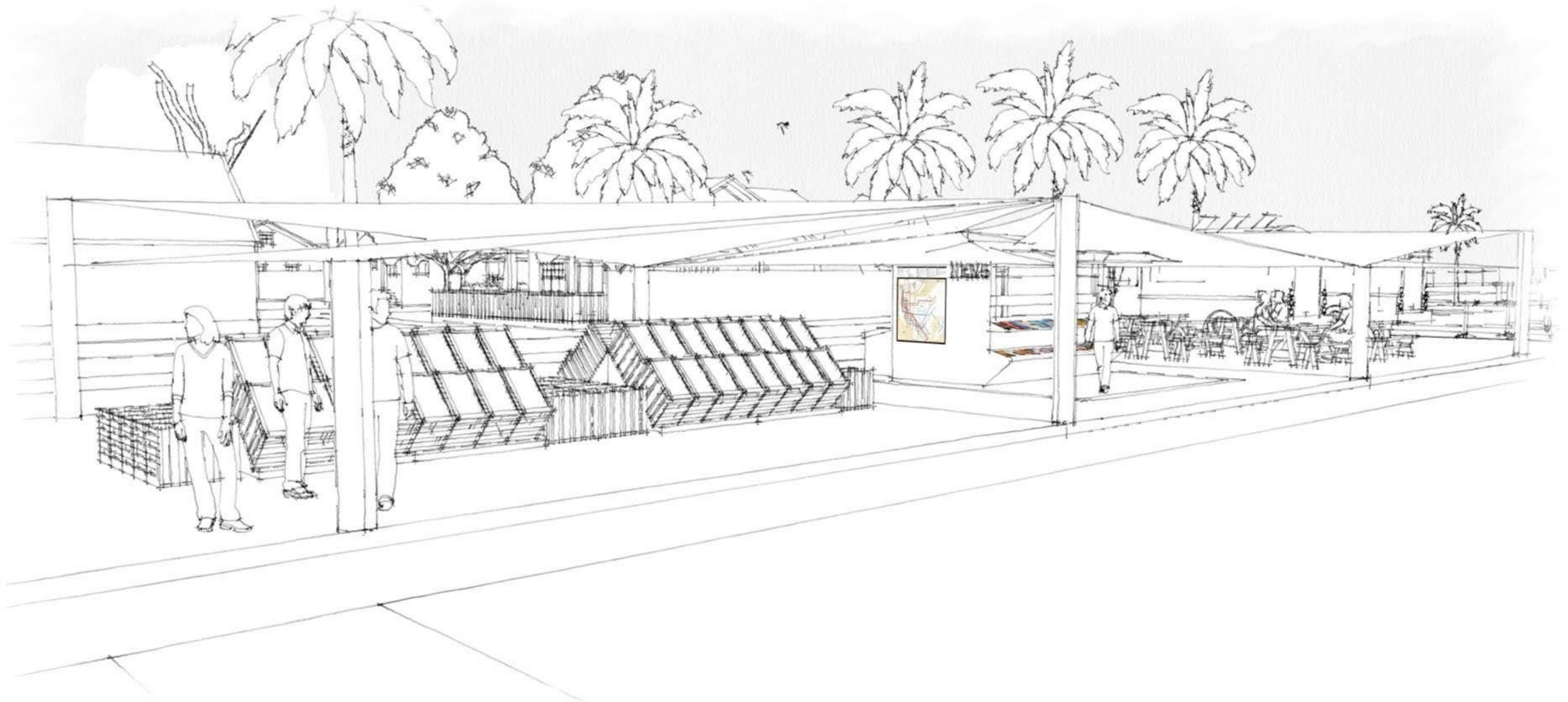
SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE - POINT OF INTEREST D



SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE - FOOD TRUCKS



SCALE

PHASE II - LIGHTHOUSE + GREEN SPACE - FARMERS MARKET



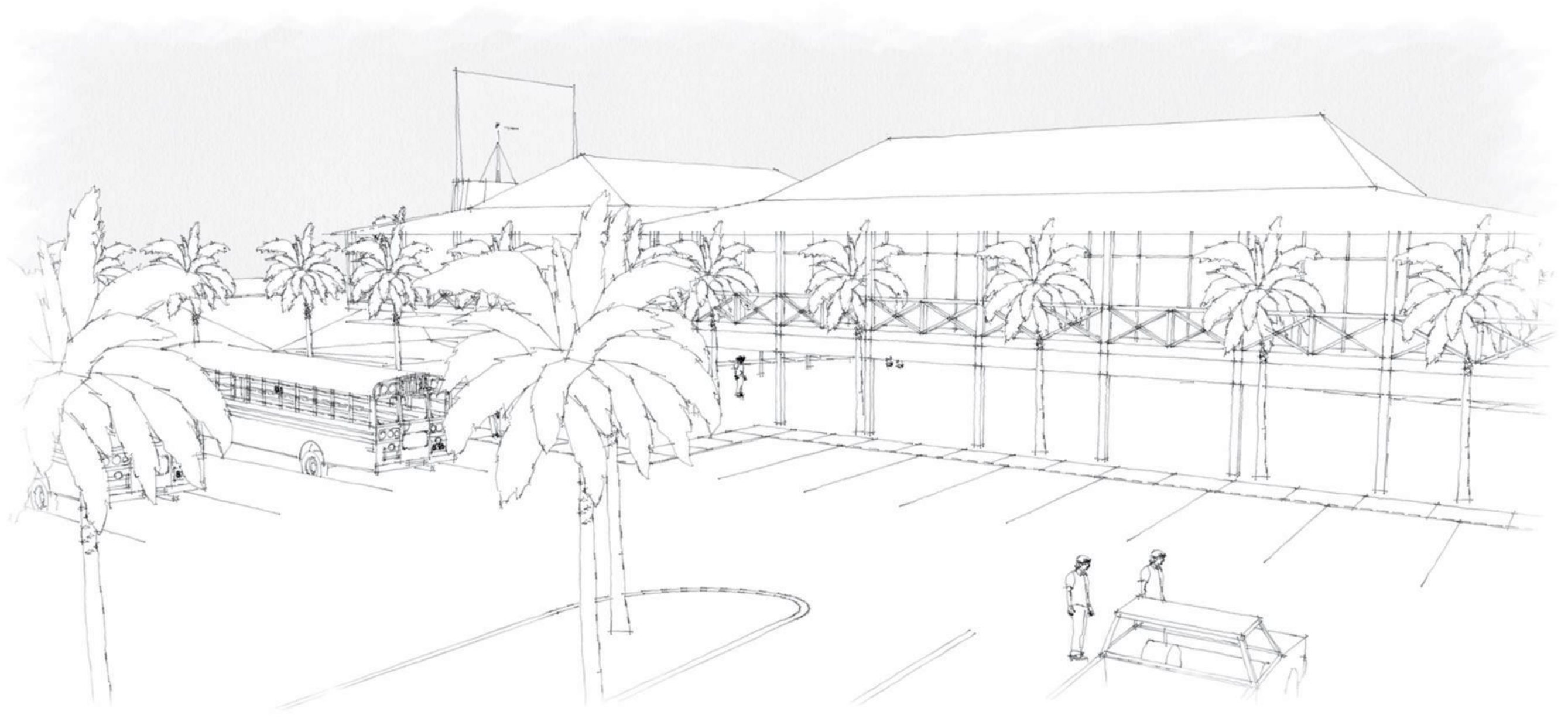
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PHASE III - MUSEUM



SCALE

PHASE III - MUSEUM OPTION A



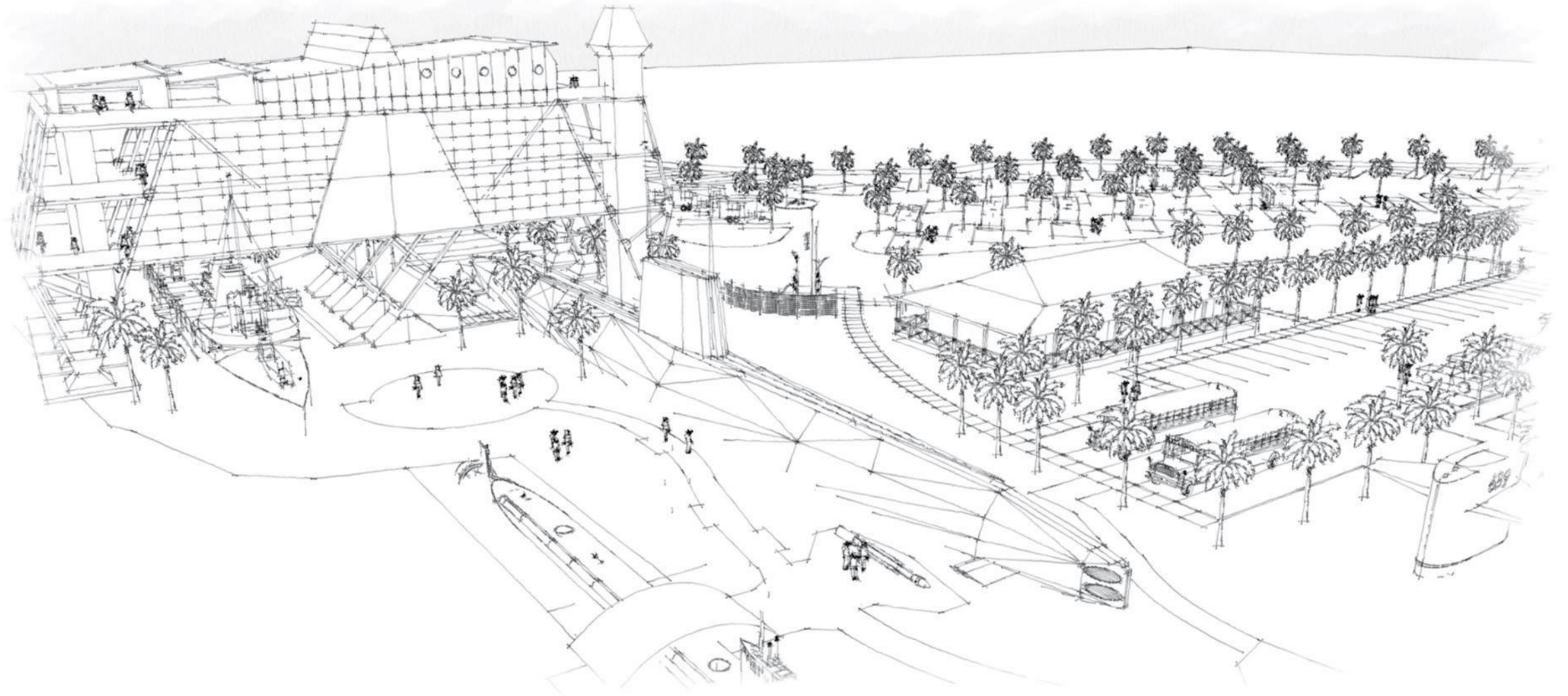
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PHASE III - MUSEUM OPTION A - PERSPECTIVE



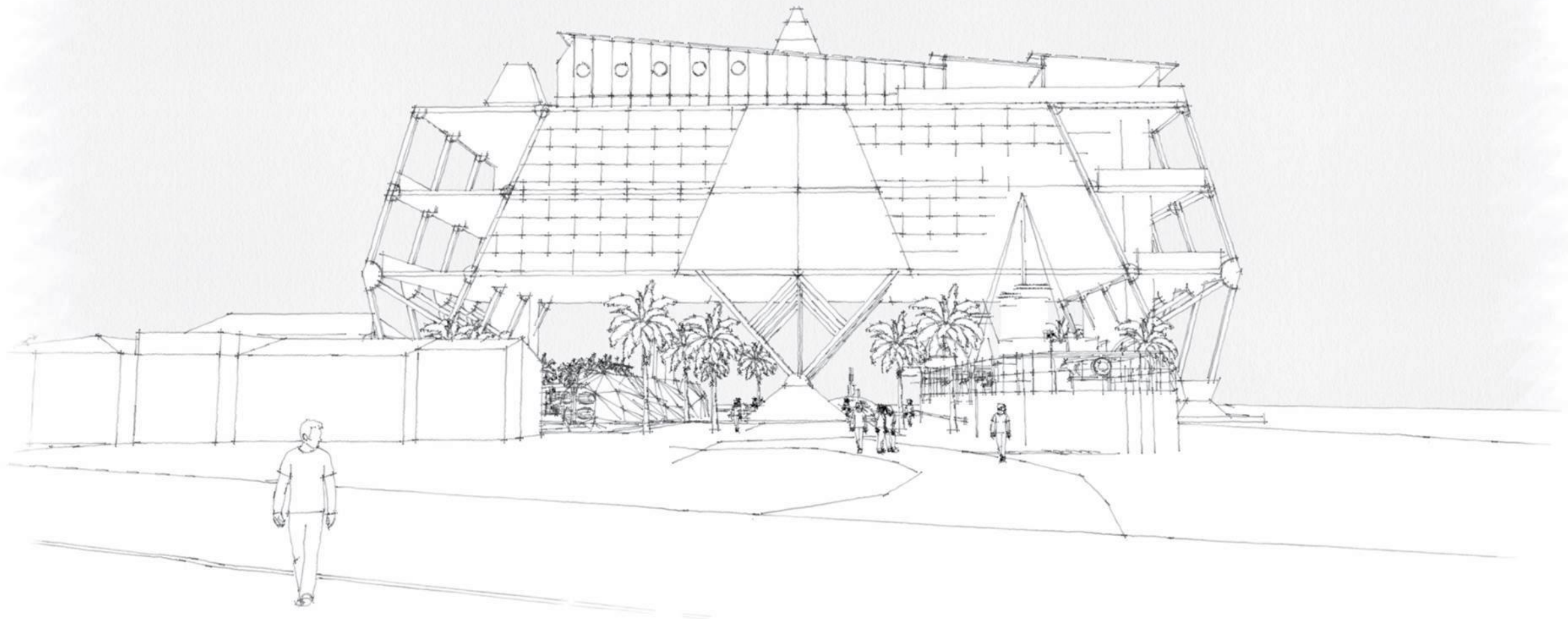
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PHASE III - MUSEUM OPTION B



SCALE

PHASE III - MUSEUM OPTION B - PERSPECTIVE



SCALE

PHASE III - MUSEUM OPTION B - PERSPECTIVE

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